



MAYDAY



1973 - 2013 40 Years of Safety in Motorsport

The Official Newsletter of the Motorsport Emergency and Turnworkers Association

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November 2013
Volume 38 Issue # 11

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All opinions expressed in the Mayday are those of the individual authors and do not necessarily reflect the opinions of the Mayday staff, Club Executive, or the members of META.

META meetings are held on the fourth Wednesday of every month, except December. Publication deadline is the 30th of each month. Submissions may be faxed or e-mailed to the Editor.

Produced in Canada.

Next META meeting will be
NOVEMBER 27, 2013

Our meeting location is Boston Pizza
1045 Columbia, New Westminister, BC

SPEED READING

Nov 13	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
Nov 16	SCCBC Banquet – Coast Hotel and Convention Center		Langley, BC
Nov 16&17	Totem TSD Rally	WCRA	BC Interior
Nov 27 AGM	META Meeting – Boston Pizza	7:30	New West, BC
Dec 7&8	Big White Winter Stage Rally	WCRA	Kelowna, BC
Dec 11	SCCBC Meeting – Best Western,	North Road	Coquitlam, BC
(Tent)			
Dec 14	Roger & Ann Open House		Delta, BC
Jan 4&5	Ice Race # 1 -- Barnes Lake	WCIRABC	Ashcroft, BC
Jan 18&19	Ice Race # 2 -- Barnes Lake	WCIRABC	Ashcroft, BC
Jan 25	META Banquet – Guildford Golf and Country Club		Surrey, BC
Feb 1&2	Ice Race # 3 -- Barnes Lake	WCIRABC	Ashcroft, BC
Feb 15&16	Ice Race #4 & Enduro -- Barnes Lake	WCIRABC	Ashcroft, BC

Please Note that Ice Races are subject to Ice and Weather conditions. Please call the hotline 604-475-0583 or check the website <http://www.carsonice.ca/> before traveling.

Annual General Meeting

META's Annual General Meeting will be held on

Wednesday November 27

Boston Pizza, 1045 Columbia St, New Westminister at

7:30pm

*Please plan on attending this meeting as our annual
elections will be held at this time.*

The positions available are:

President, Vice President, Secretary, Treasurer

Rogers Ramblings

Well folks here we go again, preparing for the boring time of the year – no races, watching all the reruns from the 2013 season. But wait – good news. Ann and Roger’s household is having their annual Open House again this year on Saturday December 14th.

You can’t miss the Swiss famous chili and mix with all of our members. Please – don’t bring any alcoholic beverages as we already have a house full.

We are however looking for door prizes for the META banquet.

Make sure that you plan to attend the 40th anniversary of META on January 25 2014.

See Doris Gildemeister for tickets. There will be good food, good company and lots of fun.

We also have a great surprise as we have a unique quintet performing direct from Vegas (great reviews), specially for our anniversary banquet. Plus lots of door prizes etc. Be there and support our club to start 2014 with a bang.

See you there

Roger



An opportunity to support META and at the same time protect your life and your property! META is currently selling to the general public, 400ml cans of Coldfire, the eco-friendly fire extinguisher, for only \$22 each including all taxes. Buy one for your home, your car and/or your boat, or even as a gift. Check the Coldfire website www.coldfirecanada.com for more information about the product, then contact: Ann Peters at 604-581-7189 to order your supply.



WCIRABC 2014 Ice Race Dates



January 4/5

January 18/19

February 1/2

February 15/16

Champ Car drivers that came from British Columbia

By Brian Pratt

Back when the Molson Indy came through town there was always a focus on the Canadians in the big race. There weren't many but for a few years some of those Canadians were even home grown. Let's have a look at the 100 plus years of Championship Auto Racing; some B.C. drivers will be familiar, and some not so much. And whether the sanction was AAA/USAC/CART we often think of the Indianapolis 500, the Mecca for championship auto racing in the United States so we'll make a note of that as well.

In recent years, while the CART IndyCar race was held locally, Ross Bentley and Greg Moore made the grid. From 1990 to 1995 Bentley had 25 starts. His two attempts at the Indianapolis 500 were unsuccessful. His best Champ Car finish was an 11th in 1992 at Surfer's Paradise.

Greg Moore had 72 starts in his short racing career. He had five wins. With racing politics in the way he never attempted to qualify for the Indianapolis 500.

One shouldn't forget that Michael Valiente has also had two starts, one each in 2004/5 with an 11th place finish at the Portland road course being his best result.



Going back a few years to the 1950s sports car pioneer Roy Shadbolt went to the Pikes Peak hill climb for a couple of years. The hill climb was part of the AAA/USAC points chase at that time. The newspapers of the day were hopeful, as was Shadbolt, but the best he could accomplish was a 23rd place ranking in 1951.

The lure of the Indianapolis 500 and the Champ Car circuit got a couple of those over achieving Victoria racers to head to the mid-west in the month of May.

Ed Kostenuk, who had started with the big cars (now known as sprint cars) at Langford Speedway near Victoria, made two attempts at the 500. In both 1962 and 1963 he could not get up to speed. The second year another driver, a rookie from Texas by the name of Johnny Rutherford, took Kostenuk's car out and qualified it. Over four years Ed Kostenuk made the starting field for Champ Car races six times with his best finish being 11th.



Billy Foster has long been considered the first Canadian to start the Indianapolis 500 but further research shows that he wasn't the first Canadian. And he wasn't even the first British Columbian. He did qualify for both the 1965 and 1966 Indy 500s with a 17th place finish in '65. Of his 27 Champ car starts his best finish was 2nd in 1966 at Atlanta.

While not a driver mechanic/builder Grant King was also from Victoria. He got his start in the 1950s in Victoria and was helping at Indianapolis by the early 1960s. For a few years he had multiple entries for the Indianapolis 500. An amazing record of achievement.

In the 1970s the northern Interior was represented by a couple of drivers. Cliff Hucul and Ed Crombie graduated from the old Canadian American Modified Racing Association series (as had Billy Foster) to run the USAC/CART circuit. Hucul, from Prince George, made three Indianapolis 500 starts making him tops in that category. Of his 24 Champ Car races his best finish was a 4th. Crombie, from Williams Lake, failed to make the Indianapolis 500 field in two attempts. Of his four Champ Car starts his best finish was a 7th.

While Pete Henderson was born in Ontario, he grew up in Fernie, BC, making him a home grown lad. He appeared at Indianapolis four times, only starting the 500 once. His first start there was at a shortened version, only 300 miles in 1916 where he finished 6th. He actually won a short sprint type race at the Chicago board track in 1917 making him the first Canadian/British Columbian to win a Champ Car race.

An oddity is the case of Bon MacDougall. He was born in Vancouver in 1901. And he started one race, the 1926 Indianapolis 500. He finished 26th after qualifying 9th. He is better remembered as being the head of a stunt flying group based in the Los Angeles area, the 13 Black Cats.

One last B.C. driver to look at and he didn't even manage to make a start. But in 1912 Red Sebastian went south from Vancouver to Tacoma, after participating in some motorcycle and auto races in Vancouver, for the AAA-sanctioned road race. He crashed into a telephone pole during practice for the event so didn't get to race.

But that's over 100 years of B.C. drivers racing Champ Cars. No doubt I've missed someone. There have been long gaps between a B.C. driver making the grid, as we are experiencing now, which makes these drivers part of quite an elite group.

From SCCBC Forum: <http://www.sccbc.net/forum/YaBB.pl?num=1383167569>

Formula Ford Open House

Posted by: Doug Floer

The Sports Car Club of BC's Formula Ford drivers group is presenting an open house on Saturday, November 23, to introduce anyone with an interest in Formula racing to the local Formula Ford racing scene.

The open house will feature a selection of recent and classic open wheel cars including Tiga, Crossle and Van Diemen formula racers.

Presentations will be provided on a variety of topics including the "History of Formula Ford Racing", "Why Choose Formula Ford", "Acquiring and Operating a Formula Ford" and "Formula Ford Maintenance".

And, of course, refreshments will be served.

Mark your calendar for this fun event, come and meet some long-time racers and be prepared to hop in the cockpit of some of these timeless open wheel race cars.

Date: Saturday, November 23, 2013

Time: 4:00 pm to 8:00 pm

Place: MCE Motors, 45895 Airport Road, Chilliwack

Directions: East on Highway 1 to Chilliwack, north on Yale Road West, east on Airport Road

2014 IndyCar calendar features 18 races, same three double-headers

Robin Miller

October 17, 2013

Eight Saturday races, including a trio of double-headers, a late-season swing to California and everything basically compressed into five months are the highlights of the 18-race IndyCar schedule for 2014.

Other than the inaugural road course show to kick off the month of May at the Indianapolis Motor Speedway, it's the same lineup of tracks (sans Brazil and Baltimore) as 2013. It sports six ovals, five street circuits and four road courses – opening at St. Petersburg on March 30 and winding up Aug. 30 in Fontana, Calif. with the largest gap only two weeks in June as 11 races are jammed into 11 weeks.

“Our thought was to condense the North American schedule so that we didn't pop up and go away as we did this year,” said Mark Miles, CEO of Hulman & Company, referring to the month-long gap between Baltimore and Houston this season. “Our hope for 2015 is that we can start the season earlier and run for seven months but we've said all along that 2014 is a transition year.”

The grind for the mechanics in 2014 will be from May 10 to June 8 (IMS road race, Indy qualifying, Indy 500, Detroit double-header and Texas) followed by a 2-week respite before four more consecutive weekends from June 27 to July 20 (Houston double-header, Pocono, Iowa and Toronto double-header).

But the end of the season is good news, especially for the truck drivers, because Sonoma and Fontana will be back to back. And Barber Motorsports Park, Grand Prix of Indianapolis, Texas, Iowa and California Speedway will host Saturday shows – in addition to the openers for the double dips at Detroit, Toronto and Houston. “It was a combination of what the promoters want along with avoiding TV conflicts,” said Miles, speaking about staying away from going head to head with NASCAR.

There had been talk that St. Pete might also be a twin bill but Miles opted to stay with the same number as this year. “The three we had all worked, so we decided to stick with them because double-headers are costly for the teams,” he continued.

The biggest change will be Houston going from October back to June to avoid football season and Milwaukee moving from June to August. “Milwaukee will be one week after the State Fair and they get 900,000 people, so we'll have two weeks to promote it,” said Miles, who was in Milwaukee on Wednesday when it was announced ABC Supply is the new title sponsor for the oldest oval in the country. “The fair board people think that will be better than putting it with the fair.”

Houston promoter Mike Lanigan, who had an encouraging turnout at Reliant Park despite going up against college and pro football, is looking at moving at least one of his June races to nighttime because of the expected heat.

Pocono, back on the schedule this year after a 25-year absence, will again be over the Fourth of July weekend but be increased to 500 miles like the other two legs of the Triple Crown (Indy and Fontana).

2014 IndyCar Series Schedule

March 30	St. Petersburg
April 13	Long Beach
April 26	Barber Park (Saturday)
May 10	IMS road course (Saturday)
May 17-18	Indy 500 qualifying.
May 25	Indianapolis 500
May 31-June 1	Detroit double-header
June 7	Texas (Saturday night)
June 28-29	Houston double-header
July 6	Pocono
July 12	Iowa (Saturday night)
July 19-20	Toronto double-header
August 3	Mid-Ohio
August 17	Milwaukee
August 24	Sonoma
August 30	Fontana (Saturday night)

From: <http://www.indianapolismotorspeedway.com/grandprixofindianapolis/news/show/type/news/52375-indycar-road-race-may-8-10-at-ims-to-elevate-month-of-may-action/>



IndyCar Road Race May 8-10 At IMS To Elevate Month Of May Action

The Grand Prix of Indianapolis, the new IndyCar Series event May 8-10, 2014 on the reconfigured Indianapolis Motor Speedway road course, will jump-start Month of May activities at IMS and build toward the 98th Indianapolis 500 later in the month.

Many officials and dignitaries unveiled details about the first IndyCar Series road race at IMS during a media conference Oct. 1 at the Speedway, including Hulman & Company Chief Executive Officer Mark D. Miles, IMS President J. Douglas Boles, Indianapolis Mayor Greg Ballard, legendary IndyCar Series team owner Roger Penske, 2013 Indianapolis 500 winner Tony Kanaan and IndyCar Series race winner Graham Rahal.

“The Grand Prix of Indianapolis is all about elevating the Month of May, the Indianapolis 500 and the IndyCar Series with more thrilling content for our loyal supporters and new fans,” Miles said. “This will be a very different event than the ‘500’ and will be one of three major weekends of excitement at IMS in May, all leading into the 98th Indianapolis 500 on Sunday, May 25.”

ABC will televise the Grand Prix of Indianapolis live, building toward its 50th consecutive telecast of the Indianapolis 500. The race will feature a standing start and will run clockwise, the opposite of the Indianapolis 500, creating even more diverse competition during the month.

“With ABC televising the Indianapolis 500 for the 50th consecutive year in 2014, it’s only fitting that the historic first IndyCar race on the Indianapolis Motor Speedway road course will also air on ABC,” said John Skipper, ESPN president and co-chairman of Disney Media Networks. “We’re honored to continue our long relationship with the Speedway and look forward to the Month of May in Indianapolis.”

The Month of May will begin with IndyCar Series practice for the inaugural Grand Prix of Indianapolis Thursday, May 8 on the new-look, 14-turn, 2.434-mile IMS road course. Practice and qualifying are scheduled for Friday, May 9, with the race Saturday, May 10.

All series in the Mazda Road to Indy will compete during the event, placing a singular spotlight on all levels of North American open-wheel racing throughout May at the Racing Capital of the World.

The first day of practice for the 98th Indianapolis 500 is scheduled for Sunday, May 11 on the 2.5-mile IMS oval.

The seating configuration for the Grand Prix of Indianapolis will be designed to provide the best sightlines of the course and affordable ticket prices for fans. New spectator mounds and new grandstands will be available in the infield section of the course to create exciting vantage points.

“Our approach is to create an affordable, fun, family-friendly opening event to kick off the excitement for the entire Month of May,” Miles said. “The most expensive ticket for the Grand Prix of Indianapolis is less than half the price of the costliest seat for the Indianapolis 500. Fans will get the best views possible of the exciting, side-by-side action created during this historic event on our new circuit.”

A \$5-million reconfiguration project is underway on the existing IMS road course that will transform the layout with more speed and more hard braking zones to create more passing and competitive racing.

Among the highlights of the new, 14-turn, 2.434-mile road course:

A hard braking area and 90-degree right into Turn 1 exiting the historic front straightaway of the oval.

A fast, new infield chicane that will comprise Turns 5 and 6 and lead to the back straightaway.

A revision of the Turns 7-8-9 complex that will create more speed and passing.

A hard braking area creating excellent passing opportunities leading into the new 90-degree right Turn 12, which enters the infield adjacent to Turn 1 of the oval and rejoins the main straightaway at Turn 14.

The reconfiguration plan also includes new spectator mounds in Turn 1 of the road course and new grandstands adjacent to Turns 5 and 6 in the infield. Expanded grandstands in Turn 7 – at the end of the back straightaway – also will be available.

For more information on the Grand Prix of Indianapolis, visit

www.GPofIndianapolis.com

From: <http://www.racing.ca/>



Mission CACC Race Video Coverage

Saturday Sept 14, 2013, Closed Wheel 2, Race 1 - Mission Raceway - with AERIAL FOOTAGE

Red hot battle for IP3 Championship takes place between Burton Reynolds (#33 Honda CRX) and WC Storms (#112 Honda DelSol).

Burton's teammate Dustin Jones (#24 Honda CRX) provides cover (@11:55), while Burton starts first and wins the top position in-class by the end of the race. Watch as fuel, sweat and blood is pouring from Burton's CRX on every corner as he battles to maintain top position.

Spec Miata leader Andrei Kisel (#11 Mazda Miata) defends class leadership against Will Lin (#5 Mazda Miata) and Norm Shaw (#60 Mazda Miata).

Todd Shiewe (#124 Corvette Z06) chases down powerful Harry Watson (#702 Turbo Miata), while David DelMonte (#99 BMW 3) manages to stay ahead of competition and takes top honors for this race.

AERIAL FOOTAGE provided by Ronin's RCFreehold:
<http://www.youtube.com/user/warderseeker>

From SCCBC Forum: <http://www.sccbc.net/forum/YaBB.pl?num=1382403398/0#0>

2013 CACC Season Video Coverage

I will post the remaining 2013 season videos here as they become ready.

We will try to keep the following production schedule:

Oct 29, 2013 - Saturday Sept 14, 2013, Closed Wheel 1, Race 1 - with aerial footage!

Nov 12, 2013 - Saturday Sept 14, 2013, Closed Wheel 2, Race 1 - with aerial footage!

Nov 26, 2013 - Sunday Aug 04, Closed Wheel 1, Race 2

Dec 10, 2013 - Sunday Aug 04, Formula Vee Invitational, Race 2

Dec 24, 2013 - Sunday Aug 15, 2013, Closed Wheel 1, Race 2 - with aerial footage!

Dec 31, 2013 - Sunday Aug 15, 2013, Closed Wheel 2, Race 2 - with aerial footage!

Ellis
Racing.ca



1973 – 2013
Celebrating
40 years of
Safety in Motorsport

META Awards Banquet
January 25, 2014
Mark Your Calendars

<http://www.racer.com/uscc-revises-2014-schedule-announces-car-count-limits/article/316048/>

USCC revises 2014 schedule, announces car count limits

Marshall Pruett
October 11, 2013

Funneling two sports car series into a single championship has presented numerous challenges for the TUDOR United SportsCar Championship. The latest item to be addressed in the merging of ALMS and Grand-Am series classes is the potential oversubscription at its events, which led the new organization to announce car count limits on its four categories on Friday.

“Based on the feedback we’ve received from our entrants, we expect full-season entries to put us at or near maximum capacity for every TUDOR Championship race next year,” said Scot Elkins, IMSA’s VP of competition and technical regulations. “The issue of capacity has really come into focus since we announced our 2014 schedule last month and as our teams have begun to share their plans with us. Our projections have led us to make some additional adjustments.”

A change in the 2014 calendar was also announced. The Prototype Challenge (PC) class has had its place on the Detroit event schedule and also at Canadian Tire Motorsport Park (Mosport) deleted, replaced with a headlining, double-header event on the Kansas oval on June 7, which will also feature numerous support series, and another PC doubleheader at VIR. The Kansas event conflicts with scrutineering for the 24 Hours of Le Mans.

The format of the PC double-headers, as TUDOR Championship COO Scott Atherton told *RACER*, will be a unique affair. IMSA Lites cars will race with the PC cars, and the Pro-Am PC lineup will be split between the two sprint races.

“The finer details are being worked out, but the concept is to have one PC race with the Pro driver and a second race with whomever is paired with that driver,” said Atherton. “That is in recognition of having two drivers in each PC car, and that the IMSA Lites cars are not setup for pit stops. It’s two sprint races at each event.” The series previously announced every TUDOR Championship class would contest 11 races, but the PC class has now been reduced to 10.

By the numbers, the PC cars will race 12 times at 10 events in 2014, but the double-headers are being counted as single, consolidated rounds. The method for reconciling the points for the individual sprint races is a topic we're told will be explained at a later date.

“The number [of PC races] is 10; it is a revised number from what was originally announced,” Atherton confirmed.

The Mazda Raceway Laguna Seca round has also been defined as a split event with PC and GT Daytona cars in a race of its own, and Prototype and GT Le Mans racing on the same day in a separate event. Like the PC double-headers, the length of the Monterey races have not been released.

“Changing the PC schedule doesn't seem like it should be the priority right now,” said Daytona Prototype and PC entrant Peter Baron, who owns the Starworks Motorsport operation. “We're still waiting on the rules, and once we have the rules we can set the budget. So while it's good to know where you'll be racing – and we already had a schedule telling us where PCs were going, it seems like we have the cart before the horse on what owners like myself have been asking for.”

Brian Alder, owner of the BAR1 PC team, shared a different viewpoint, and says the Kansas race, in particular, could be a positive for those in attendance.

“We'll race wherever they want us to race, and we'll plan accordingly so we know what to sell,” he noted.

“Running in the same race with IMSA Lites – I think that would be interesting as that series needs some extra promotion. It works in our favor because we're looking to run multiple PC cars and multiple Lites cars next year, so it could be a good thing.”

The most interesting development, beyond altering the 2014 calendar less than a month after it was released, involves limiting the volume of TUDOR Championship classes.

According to Friday's release, “The Prototype class will have a tentative cap of 20 cars at five venues: Sebring International Raceway, Long Beach, Mazda Raceway Laguna Seca, Detroit's Belle Isle and Indianapolis Motor Speedway. The P class will be capped at 19 cars for all other venues on the 2014 schedule.

“The Prototype Challenge class will be tentatively capped at 10 entries for all TUDOR Championship events. The GTLM class will have a tentative cap of 19 cars at VIR, 16 at Long Beach, 14 at Sebring and Indianapolis and 12 at all others. GTD will be tentatively capped at 19 cars for all events except for Detroit, where the class will have capacity for approximately 21 cars.”

Along with paddock space, pit lane length is the most practical governor for dictating the maximum number of cars per race. Based on the number of entries received for each class, Atherton says changes could be made to those limits.

“Going by our projections, these are the best [class limit] estimates we can make,” he explained. “Full-season entries open on Nov. 1 and close at the end of the month. Once they're in, we'll have exact numbers for car counts. If it turns out the projections from September and October is something different than what we receive in November, we are reserving the opportunity to come back and adjust things accordingly.”

Class limitation has been a sensitive one for some teams – based in Europe competing in the WEC and ELMS and others stateside – that have inquired about running partial seasons.

The North American Endurance Championship (NAEC), comprised of Daytona, Sebring, Watkins Glen and Road Atlanta, has drawn the most attention from international GTE and LMP2 entrants, but the series has held those participants at arm's length while the TUDOR Championship gets its full-time entries in order.

Conquest Racing owner Eric Bachelart, who fielded a full-time ALMS P2 program in 2012, told *RACER* his TUDOR Championship plans are currently on hold due to the entry process.

“I was told they don't accept individual entries until they know what's going with full-time entries,” he said. “They said at the moment, they won't take individual entries, so I asked when they would know, and I'm still waiting for an answer.

“I had two manufacturers interested in doing the [NAEC], doing a program with me that would start with some races next year then would look to become full time [in 2015], but I was told it is not possible by [the manufacturers] because I could not guarantee we would be accepted to race. It's very troubling.”

Once the series has its full-season entries in place, Atherton expects to welcome single-event and part-time competitors at events where they can be accommodated. Whether that early December finding will give some of those entrants enough time to raise the budget to compete at Daytona in January is worth considering.

“We as a group expect that we will have the capacity at the big events to take single-event entries from North America, and more importantly, to invite international entries,” Atherton remarked. “I've heard (series founder) Jim France say on more than one occasion that he does not want our championship to lose the international appeal and cache that comes from global teams coming in and running for a win at Daytona, Sebring, or other rounds. We don't know what kind of availability we'll have at the moment; there's every possibility some of our events could be oversubscribed.

“But when you talk about the capacity we have at facilities like Daytona and Indianapolis, those are venues that can hold a lot of entries. I spoke with two European prototype teams this week and told them they will soon get information about full-season entries, and it will then be followed single-event information, and I'd recommend they don't wait to file. I'm confident we'll be in apposition to offer single entries for our big, iconic events.”

2014 TUDOR United SportsCar Championship Schedule

Jan 25-26	Daytona International Speedway	24 hours	
Mar 15	Sebring International Raceway	12 hours	
Apr 12	Long Beach Street Circuit	2 hours	(P/GTLM Only)
May 4	Mazda Raceway Laguna Seca	TBD	(Split P/GTLM and PC/GTD Events)
May 31	Detroit Belle Isle	2 hours	(P/GTD Only)
June 7	Kansas Speedway	TBD	(PC Only)
Jun 29	Watkins Glen International	6 hours	
Jul 13	Canadian Tire Motorsports Park	2hrs 45min	(P/GTLM/GTD Only)
Jul 25	Indianapolis Motor Speedway	2hrs 45min	
Aug 10	Road America	2hrs 45min	
Aug 24	Virginia International Raceway	TBD	(Split PC and GTLM/GTD Events)
Sep 20	Circuit of The Americas	2hrs 45min	
Oct 4	Road Atlanta	10 hours	

ANNUAL META AWARDS NOMINATIONS

Nominations will be accepted only from META members in good standing.

Please submit to Joe Proud at jjproudca@yahoo.ca

Please offer a brief explanation as to why you wish to nominate a given person for an award.

The President's Award (META Member of the Year)

Criteria: This award is presented to a member who displays exceptional contribution to the Association and the sport on and off the track. Candidates must be members in good standing for one full membership year and have attended at least 75% of the races as a paid-up META member.

I wish to nominate _____ for the President's Award for the following reasons:

The META Rookie of the Year

Criteria: The Rookie of the year must be a member in good standing in their first membership year and have attended at least 50% of the local races as a paid-up META member.

I wish to nominate _____ for the Rookie of the Year for the following reasons:

The Non-META member Worker of the Year

Criteria: Must not be a META member.

I wish to nominate _____ for the non - META member Worker of the Year for the following reasons:

The Buzz Beley Memorial Award

Criteria: The Buzz Beley Memorial award is presented annually to the META member who exemplifies the spirit of the Club by making the greatest contribution towards the goal of having fun and ensuring that all workers experience the greatest enjoyment possible from Motorsport.

I wish to nominate _____ for the Buzz Beley Memorial Award for the following reasons:

Nomination submitted by _____ on ____/____/____.
D M Y

Bernie Hamm
Auto Technician 'The Doctor'

604-287-3332
Mission, BC



7076 Mershon Street
Mission, BC
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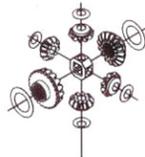
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C/O Thomas Liesner, 8849 143A Street, Surrey, BC V3V 7P7

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Phone No _____ E-mail Address: _____

PLEASE MAKE CHEQUES PAYABLE TO META or Renew on-line by PayPal or credit card at
<http://meta.bc.ca/wordpress/forms>

Membership cost is \$20 / year – Membership year ends Dec. 31 – Note that the META newsletter is only sent via E-Mail